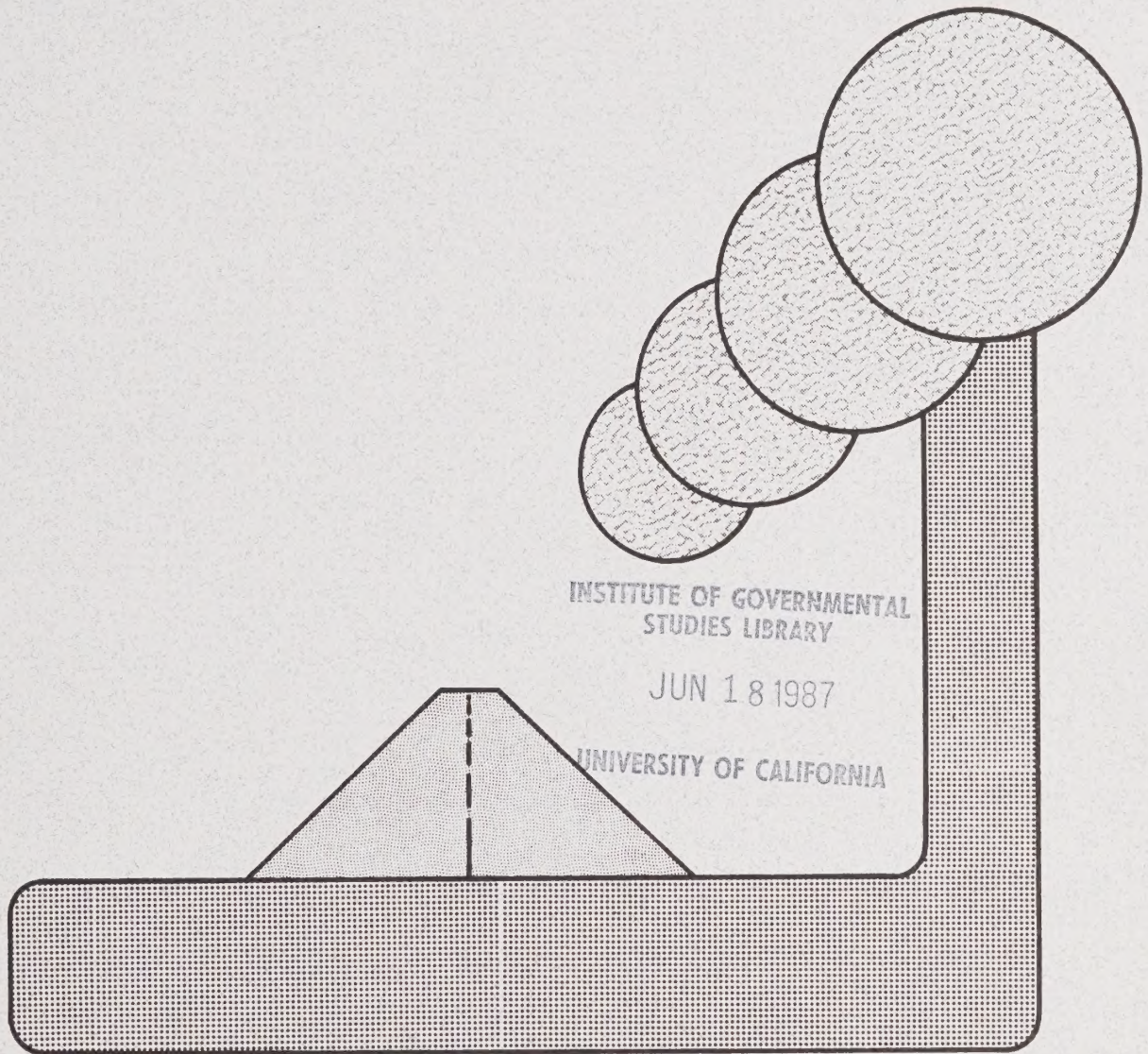


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SCENIC HIGHWAYS ELEMENT
thousand oaks general plan

SCENIC HIGHWAYS ELEMENT
THOUSAND OAKS GENERAL PLAN

Thousand Oaks Planning Department
September 1974

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INTRODUCTION

INTRODUCTION

Ugly roads are often taken to be one price of civilization. The boring, chaotic, disoriented roadscape seems to be a natural habitat of that useful but awkward monster, the American automobile.

This report will take a different stand-- that highways can be delightful experiences. Views from highways can be dramatic plays of space and motion, of light and texture, all on a new scale. These long sequences could make cities comprehensible; the driver would see how the city is organized, what it symbolizes, how people use it, how it relates to him. The highway is really one of the great neglected opportunities in city design.

Thousand Oaks is in a particularly favorable position to take advantage of this opportunity. The scenic qualities of the Conejo Valley have been acknowledged for many years and have been formally recognized in the City's General Plan, Open Space and Conservation Elements, and ordinances relating to the preservation of the Valley's unique natural attributes. The Scenic Highways Element of the City's General Plan will continue this trend by recognizing the aesthetic characteristics of land visible from our local highways.

The protection and enhancement of the scenic qualities of selected highways, including their rights-of-way and adjacent visual corridors is the primary objective of this General Plan Element. It identifies a system of scenic highways, describes their existing and potential scenic qualities and suggests methods of implementation designed to

preserve or enhance these qualities. The Scenic Highways Element is not, however, designed or intended to impose unnecessary or unjustifiable restrictions on public or private property.

The Scenic Highways Element relies to a significant degree on information developed and policies recommended by the City Planning Commission's Open Space Committee for use in preparing the City's Open Space Element. In its 1971 report, the Committee identified certain scenic, or potentially scenic routes within the City which should be preserved as such and others which should be developed in the future. Many of these recommendations were also adopted in the subsequent Open Space Element of the General Plan. The proposed system ties together the major parts of the City and passes through representative examples of both rural and urban areas. This Element will incorporate these routes, along with proposed additional routes, into a scenic highway system.

The Scenic Highway Element has been coordinated with Ventura County to assure compatibility with the development of their County-wide Scenic Highways System.

BACKGROUND

The Scenic Highways Element had its origins in a report entitled, A Plan for Scenic Highways in California, which was adopted by the State Legislature in 1963. The legislation, commonly referred to as the Scenic Highways Law, added Sections 220-229 and 260-263 to the Streets and Highways Code (Appendix A). These sections set forth the interest in scenic highway conservation, and recognize the necessity of a cooperative effort by the state and local governments in the designation and protection of scenic routes. The Code establishes a Master Plan of Scenic Highways, that integrates state and local systems.

In 1972, Section 65302 of the California Government Code was amended to include a Scenic Highways Plan as a MANDATORY ELEMENT of the general plans of cities and counties. The Code requires the Element for "...the development, establishment, and protection of scenic highways."

While the emphasis is upon protecting state highways, the responsibility for such protection is placed upon the local jurisdictions through which these highways pass. The State Master Plan of Scenic Highways specifies which state routes should be considered for ultimate scenic highway designation and has outlined minimum standards for protecting these highways. They are (1) regulation of adjacent land use and intensity of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earth-moving and landscaping; and (5) the design and appearance of structures and equipment.

State scenic highways frequently represent those portions of the state highway system which traverse rural or wilderness areas of outstanding natural beauty and are generally used for occasional weekend

or vacation pleasure drives. Protecting the scenic qualities of these highways is, without question, of vital statewide concern, but few of the designated "scenic" portions of these highways pass through urban or heavily populated areas. This is true in Thousand Oaks which has two State Highways--23 and 101--neither of which appears on the State Master Plan.

It is within urban areas where the development of a scenic highway system could have the greatest value and relevance to the greatest number of people. To be fully appreciated, scenic highways should include those routes which are frequently traveled by daily commuters as well as those traveled by occasional weekend sightseers. This Element, then, will not be solely concerned with the protection of state highways but will, instead, focus on the development of a complete, local scenic highway system incorporating a range of highway types. The minimum standards suggested by the State for protecting state routes are essentially the same minimum standards applied routinely to any development taking place in Thousand Oaks. Thus, any highway designated "scenic" by the City would be more than adequately protected by State standards.

While it is unquestionably desirable that highways be aesthetic, another consideration which may affect decisions concerning highways is air pollution. The South Coast Air Basin, of which Thousand Oaks is a part, has been defined by the State Air Resources Board as an area of "Critical Concern" with respect to deteriorating air quality. Transportation Control Plans proposed by the Environmental Protection Agency would require reduction in vehicle miles traveled within the Basin in order to meet 1977 Federal Clean Air Standards. The goal of reducing vehicle miles traveled to reduce air pollution problems could, potentially, conflict

with the goal of enhancing the scenic character of roadways.

This may be true in less-urbanized or rural areas where scenic route designation could conceivably induce more travel along such routes. In Thousand Oaks, however, our proposed system of scenic highways includes a substantial number of already well-traveled urban routes. Therefore, scenic highway designation is less likely to induce more travel than it is to make existing travel more pleasurable. In any case, no one would suggest that the City "uglify" its roads in order to discourage the possibility of occasional pleasure driving.

DEFINITIONS

GOALS

POLICIES

DEFINITIONS

Scenic Highways

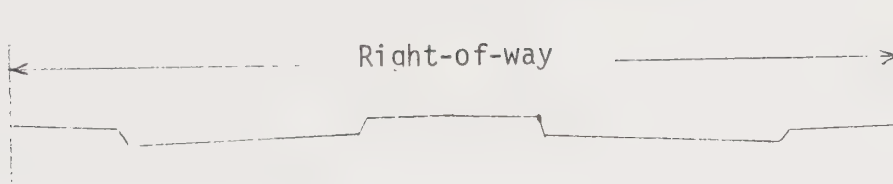
In this Element, Scenic Highways will be defined as a system of automobile routes linking major portions of the City and providing the motorist with an aesthetically pleasing diversity of both urban and natural vistas. The focus will be not only upon existing scenic qualities along the routes but the enhancement of potential scenic qualities as well, primarily through right-of-way improvements.

Scenic Corridor

No precise criteria have been established for delineation of corridor boundaries which could be applied to all routes. A host of possibilities exist for establishing corridor boundaries ranging from the edge of the right-of-way to the line of sight. To demonstrate this variability, one need only compare the factors involved in determining the corridor boundaries for such visually diverse highways as Thousand Oaks Boulevard and the Route 23 Freeway. Each route studied will have unique characteristics that must be considered individually in establishing appropriate boundary lines. The corridor will be identified for descriptive purposes in the following analysis of each route. However, it could also be viewed as a realistic boundary within which all existing and future development would be reviewed and controlled from the standpoint of its visual impact upon the scenic highway.

Right-of-Way

The right-of-way is the total public strip of land within which there is public control, including street pavement, median, sidewalks and adjacent parkway.



State Master Plan of Scenic Highways

The official California Scenic Highway System Maps, which indicates eligible and existing officially designated state scenic highways, Included in Appendix A is a listing of these highways.

GOAL:

To identify, establish, preserve and enhance a system of scenic highways within the City of Thousand Oaks.

POLICIES:

1. Designate a variety of scenic highways within the City in order to give the motorist a variety of different urban and semi-rural geographical settings of unique scenic value.
2. Wherever feasible, provide for relatively uninterrupted movement along the scenic route by avoidance of cross streets and stop signs.
3. Co-ordinate the Scenic Highways Element with the City's General Plan; Open Space, Conservation and Circulation Elements.
4. Provide for right-of-way landscaping, wherever feasible, to enhance the route's scenic qualities.
5. Prevent the removal of mature trees without proper consideration of their scenic or historic value.
6. Enhance the visual character of the roadways themselves with particular attention to landscaping and the materials used within the roadway.
7. Provide for architectural and design review of proposed development projects and adjoining yard walls within the corridor to insure that they are compatible with existing urban and natural surroundings, and enhance the scenic character and quality of the highway corridor.
8. Provide for the control of all on- and off-site advertising signs.
9. Co-ordinate program for undergrounding utility lines with the achievement of scenic corridors.
10. Co-ordinate with Ventura County to insure compatibility with the development of a County-wide Scenic Highway System.

**COUNTY
SCENIC HIGHWAYS
SYSTEM**

COUNTY SYSTEM

To create an integrated system of scenic highways on a county-wide scale, a backbone system has been developed by Ventura County around which local jurisdictions may establish their own systems. Cooperative efforts between the City and County staffs during the past several months have led to the development of proposed City and County scenic highway systems which overlap and mutually complement each other. As depicted in Figure 1, the county system is made up of state, county and city routes and is intended to represent a commonly agreed upon series of routes which deserve scenic highway status. The County proposes that each city adopt the portion of the system within its sphere of influence so that the entire system may serve as a basis for a coordinated scenic highway program.



FIGURE 1

MAP OF
THE SOUTH HALF OF
VENTURA COUNTY
CALIFORNIA

REPRODUCED BY THE OFFICE OF THE COUNTY SURVEYOR
UNDER THE SUPERVISION OF THE COUNTY SURVEYOR
GENERAL COUNTY MAP
APPROVED: [Signature]
COUNTY SURVEYOR



**CITY
SCENIC HIGHWAYS
SYSTEM**

SCENIC HIGHWAY SYSTEM

As discussed above, the basic scenic highway system is drawn, to a large extent, from the Planning Commission's Open Space Committee Report. The selection of specific routes within the system should not be interpreted as an exclusion of other routes from consideration. Quite frankly, the City has an abundance of attractive streets. Rather than designate every street in town a "Scenic Highway" however, certain criteria were used as a basis for selecting routes which would represent a scenic highway system.

1. The suggestion of the route in other plans and studies.
2. The degree to which the route can be integrated into a system of continuous "loops" or drives.
3. Whether a route connects with scenic highway systems of adjoining jurisdictions.
4. The general attractiveness of the route, including the variety and diversity of its viewscape.
5. The extent to which the route traverses representative samples of the City's physical environment.
6. The nature of the right-of-way itself; width, length, average speed, degree to which access along the route is controlled.

Figure 2 illustrates the proposed City scenic highway system, composed of both existing highways and future highways yet to be developed. When completed, the system will provide the motorist with some of the most diverse and representative examples of both the urban and natural environment to be found within any local jurisdiction.

The first section below, will deal with existing routes. Each route will be described in terms of its right-of-way, its scenic corridor, adjacent land uses, existing scenic qualities and recommended future actions for maintaining or improving the route. Since this section will involve existing routes, portions of which may not possess all of the attributes commonly associated with scenic highways, many of the recommendations will address the need for remedial actions -- such as specific improvements to the right-of-way itself, including highway landscaping, and the removal of unsightly appurtenances, such as non-conforming signs and overhead utility transmission lines.

The second section will deal with future routes which do not yet exist, although two of the routes are presently in the design-study phase. Since the routes are yet to be constructed, recommendations for future development of the highways will reflect the more basic scenic concerns of roadway alignment and grade, minimization of cut and fill operations, and the control of land uses adjacent to the routes themselves.

CITY SCENIC HIGHWAYS SYSTEM

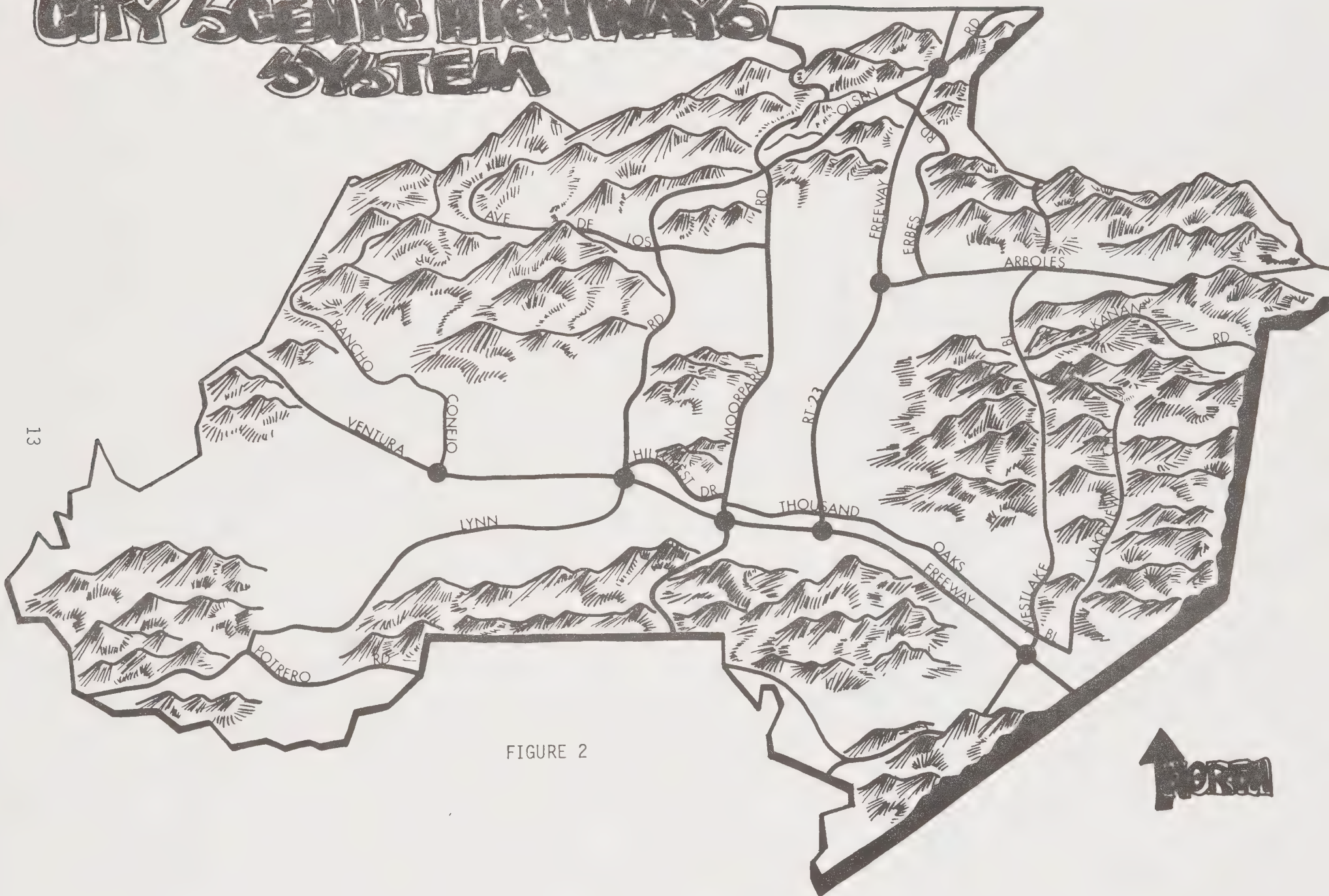


FIGURE 2



EXISTING CITY ROUTES

EXISTING ROUTES

1. Moorpark Road, from Oakcreek Drive (south of Route 101 Freeway) to Santa Rosa Road.
2. Olsen Road, from Mountclef Boulevard to the City limits, east of the Route 23 Freeway.
3. Erbes Road, from Olsen Road south to Avenida de los Arboles.
4. Lynn Road, from Avenida de los Arboles south and west, to its junction with Kelly Road.
5. Hillcrest Drive, between Lynn Road and Moorpark Road.
6. Avenida de los Arboles, between Route 23 and Erbes Road; between Moorpark Road and Wildwood Park (west).
7. Westlake Boulevard, from Hillcrest Drive south, to its junction with Potrero Road.
8. Potrero Road
9. Route 23 Freeway
10. Route 101 Freeway

CITY SCENIC HIGHWAYS SYSTEM



MOORPARK ROAD

A. Description of Route

1. The Right-of-Way

The route includes 6.0 miles of State Route 23 from Oakcreek Drive (south of the Route 101 Freeway) to Santa Rosa Road, north of the City Planning Area boundary. The Circulation Element of the General Plan classifies Moorpark Road as a four-lane, divided, controlled access road between Oakcreek Drive and the 101 Freeway; as a primary, 6-lane divided highway with controlled access from the Freeway to Wilbur Road; as a 4-lane divided controlled access highway between Wilbur Road and Olsen Road, and as a two-lane, undivided secondary road north of Olsen Road.

The route traverses generally sloping terrain between its southern terminus and Olsen Road, with natural rises north of Wilbur road and again at Olsen Road. From Olsen Road north, the road rises briefly for $\frac{1}{4}$ mile and then descends through the "Norwegian Grade" to Santa Rosa Road.

2. The Corridor

The corridor has been delineated on the following map. Between the Ventura (101) Freeway and Olsen Road, the corridor is generally defined by the road right-of-way itself. South of the 101 Freeway and north of Olsen Road the corridor boundary expands to the east and west, beyond the right-of-way itself, incorporating both middle-range and distant views.

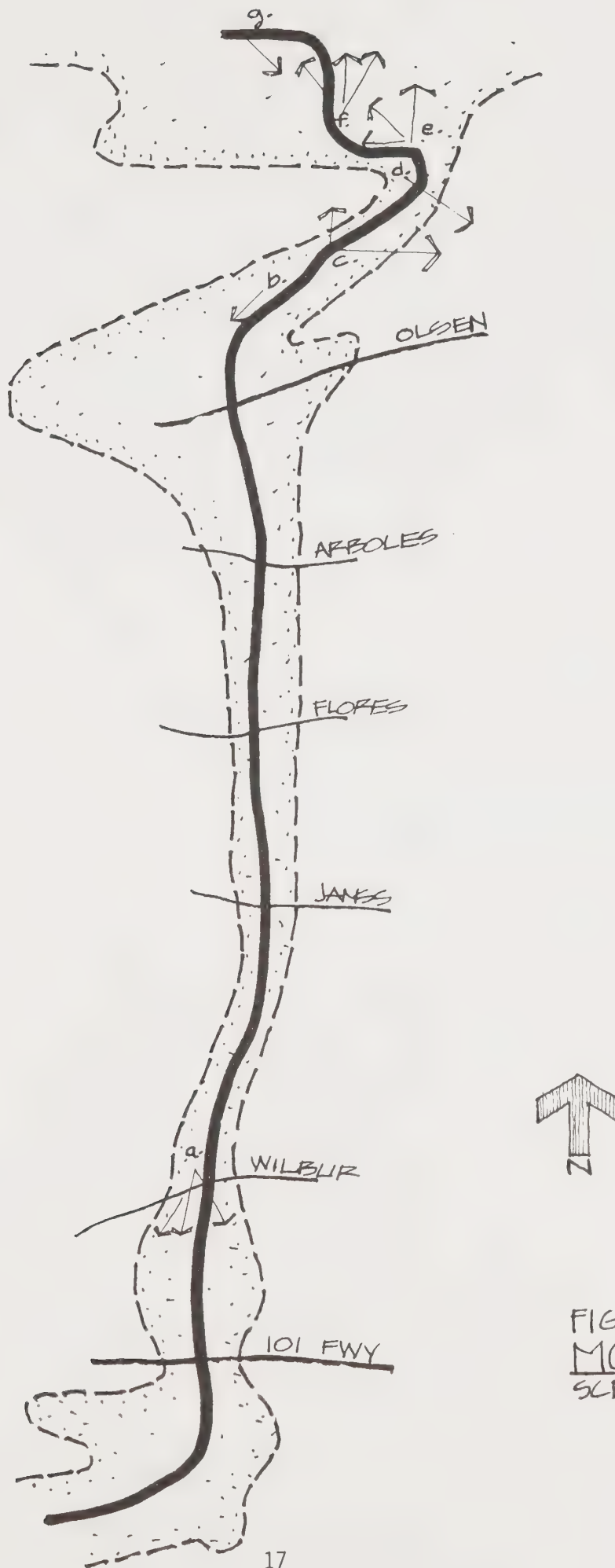


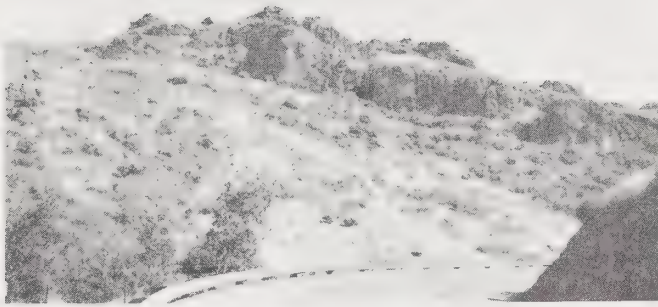
FIGURE 3
MOORPARK ROAD
SCENIC CORRIDOR

3. Adjacent Land Uses

Commercial land uses predominate along the route from its southern terminus to Wilbur Road, passing through the heart of the City's central shopping district. From Wilbur Road to Olsen Road, residential uses predominate with commercial centers at Janss Road and again at Ave de los Arboles. From Olsen Road north to Santa Rosa Road, the route passes through scattered residential and agricultural areas, and a steep canyon.

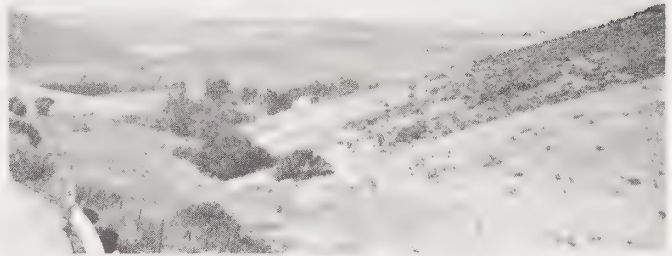
B. Existing Scenic Qualities

1. Right-of-way landscaping between Oakcreek Drive and Wilbur Rd.
2. Prominent vistas (refer to Figure 3)
 - a. From Wilbur Road looking south; panorama of central shopping area with Santa Monica Mountains in the background.
 - b. Approximately $\frac{1}{4}$ mile north of Olsen Road; panorama of valley, looking southwest, with mountains in background.
 - c. From here, the road narrows as the descent begins into the Norwegian Grade; canyon walls provide majestic visual definition of corridor boundary.



d. Portion of canyon wall, viewed during ascent

e. Vista of picturesque agricultural valley



f. As the road begins to straighten, briefly, near the valley floor a tree-shaded farm house and barn appear ahead along the roadway

- g. From this location, excellent panorama of valley and Norwegian Grade and hills to the south.

C. Driving Impressions

At Oakcreek Drive, south of the Ventura Freeway, the route begins at a leisurely pace, passing through scattered oak groves as it curves to the north, gradually descending towards the Ventura Freeway. Emerging from the Freeway underpass, the motorist experiences a notable contrast as he is thrust into the City's hub of commercial activity. Movement is slowed between the Freeway and Wilbur Road by a series of traffic signals permitting views of adjacent commercial development to the east and west. North of Wilbur Road, the route gradually rises and then descends towards Gainsborough Road providing a sense of visual speed which is intensified by the spatial confinement of the adjacent roadway embankments and residential yard walls. North of Gainsborough Road the corridor widens to the east as the motorist approaches a major commercial node at Janss Road. North of Janss Road attention is drawn to the west as a hill rises behind adjacent residential development. From here north to Olsen Road the motorist's visual attention is frequently directed to the west as he passes Thousand Oaks High School, the Baptist Church, the shopping center at Avenida de los Arboles and then finally an expanded view to the northwest approaching Olsen Road.

North of Olsen Road, the route rises briefly as it swings to the east and levels off as it winds toward the Norwegian Grade. This short stretch of highway is particularly exciting to anyone traveling it for the first time. It is like a suspenseful transition between the straight line regularity of Moorpark Road to the south and the unpredictable curves and slopes of the grade ahead. As the road passes the entrance to the YMCA, the motorist finally becomes aware of the approaching grade. Shortly thereafter, the descent begins. Midway down the grade, the motorist emerges from behind a portion of the canyon wall to the left and is presented with a panoramic view of a picturesque agricultural valley below. Continuing down, the road straightens to the north passing through a tree-shaded farm after which it curves to the west toward Santa Rosa Road.

D. Future Actions

1. Continue median landscaping theme from Wilbur Road north to Olsen Road.
2. Improve parkway landscaping along the present right-of-way between Wilbur Road and Olsen Road to mitigate the unsightly appearance of adjacent subdivision walls.
3. Underground existing overhead utility lines between Wilbur Road and Olsen Road.
4. Hillsides and hilltops through the Norwegian Grade should be protected from future development.

OLSEN ROAD

A. Description of Route

1. The Right-of-Way

The route is 3.7 miles in length, from Mountclef Boulevard (at CLC) northeast to the City limits east of the Route 23 Freeway. The route, a controlled access primary route, consists of two travel lanes in each direction separated by a 13-foot median strip between Mountclef Blvd and the Freeway. East of the Freeway, the route narrows to a two-lane, undivided highway. The existing improvements are those envisioned by the Circulation Element of the General Plan.

Olsen Road is relatively flat between Mountclef and Moorpark; however, at Moorpark Road the route rises towards Sunset Hills Boulevard descending thereafter to the Freeway. Beyond the Freeway, the roadway gradually rises and falls as it continues east.

2. The Corridor

The corridor has been depicted in Figure 4. From Mountclef to Moorpark it parallels the road right-of-way. Between Moorpark Road and Erbes Road, the corridor boundary follows the ridgeline to the north of Olsen Road. Northeast of Erbes Road, the ridgeline descends to reveal long-range views to the north which appear intermittently from west of the Freeway to the City's northeastern boundary. South of Olsen Road the corridor boundary widens considerably east of Pederson Road, narrowing again at the entrance to Sunset Hills. East of Sunset Hills Road, the corridor widens again, incorporating the

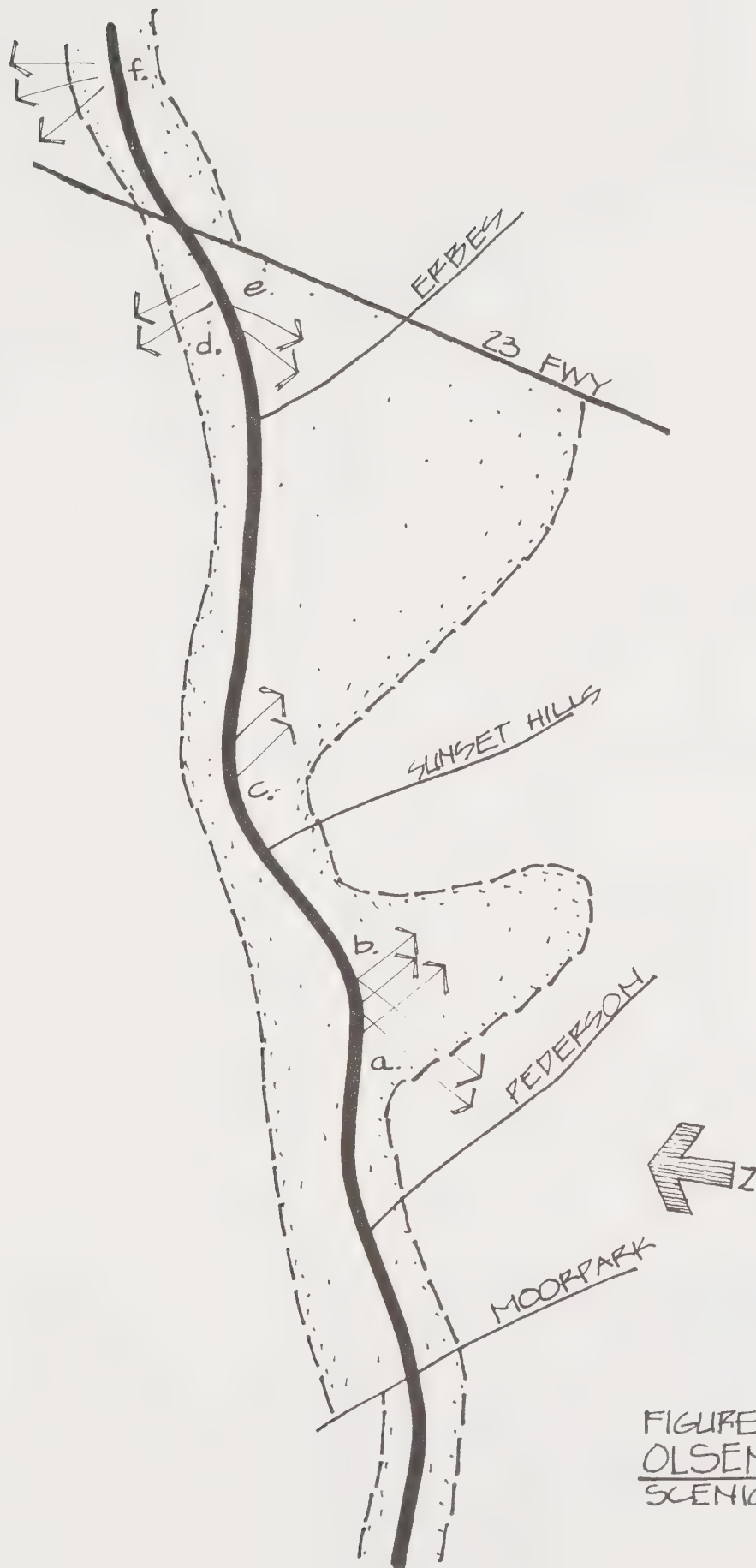


FIGURE 4
OLSEN ROAD
SCENIC CORRIDOR

golf course and surrounding hills to the south. East of the Freeway the corridor widens and narrows periodically, following the southerly ridgeline of the hills to the northeast boundary of the City.

3. Adjacent Land Uses

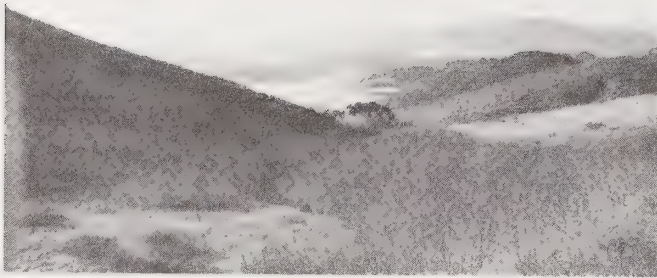
General Plan land use designations north of Olsen Road include residential between Mountclef Boulevard and the Freeway with undevelopable portions east of the Freeway. Land uses to the south include residential and a golf course with undevelopable portions to either side of Sunset Hills Blvd and again, east of the Freeway.

B. Existing Scenic Qualities

1. Existing landscaped median between Sunset Hills Blvd and the Freeway.
2. Prominent vistas (refer to Figure 4)
 - a. mid-range and distant views of residential development and hills to the southeast
 - b. Panorama of northern portion of the City, looking south.
 - c. View of golf course and surrounding hills



- d. A brief but spectacular view of Tierra Rejada Valley and Oak Ridge mountains to the north.
- e. Panorama of golf course and adjacent hillsides, and residential development



- f. Spectacular view of Tierra Rejada Valley, Oak Ridge and distant mountains to the north

C. Future Actions

1. Improve median landscaping between Mountclef Blvd and Pederson Road.
2. Relocate existing overhead utility lines below ground from Mountclef Blvd to Sunset Hills Blvd.
3. Develop parkway (street tree) landscaping along the right-of-way as new adjacent development occurs, or capital improvements funds are available.
4. Control the design and location of future adjacent land uses in yet undeveloped portions to insure their compatibility with the scenic nature of the route.

ERBES ROAD

A. Description of Route

1. The Right-of-Way

The portion of Erbes Road considered for scenic highway designation is a 2.5 mile-long portion passing from Olsen Road on the north to Avenida de los Arboles on the south. The route begins at Olsen Road as a two-lane free access road with an 84-foot right-of-way and progresses south to Sunset Hills Boulevard where it widens to a four-lane divided, controlled access route with a 94-foot right-of-way, continuing as such to Avenida de los Arboles. The route is presently improved to its ultimate General Plan designation.

Erbes Road traverses varied topography along its course. Beginning at Olsen Road, the route gradually ascends to the Freeway and then rises sharply to Sunset Hills Blvd. At Sunset Hills, the route begins a gradual descent, continuing south to Ave de los Arboles.

2. The Corridor

The corridor, as depicted in Figure 5, is rather wide at Olsen Road. Between Olsen Road and Sunset Hills Blvd, the corridor narrows slightly, following the ridgeline to the east and west. Near the summit, at Sunset Hills Blvd, the range of visibility widens considerably to the north and west and again to the southeast as the route passes Sunset Hills Blvd. Between Sunset Hills and Ave de los

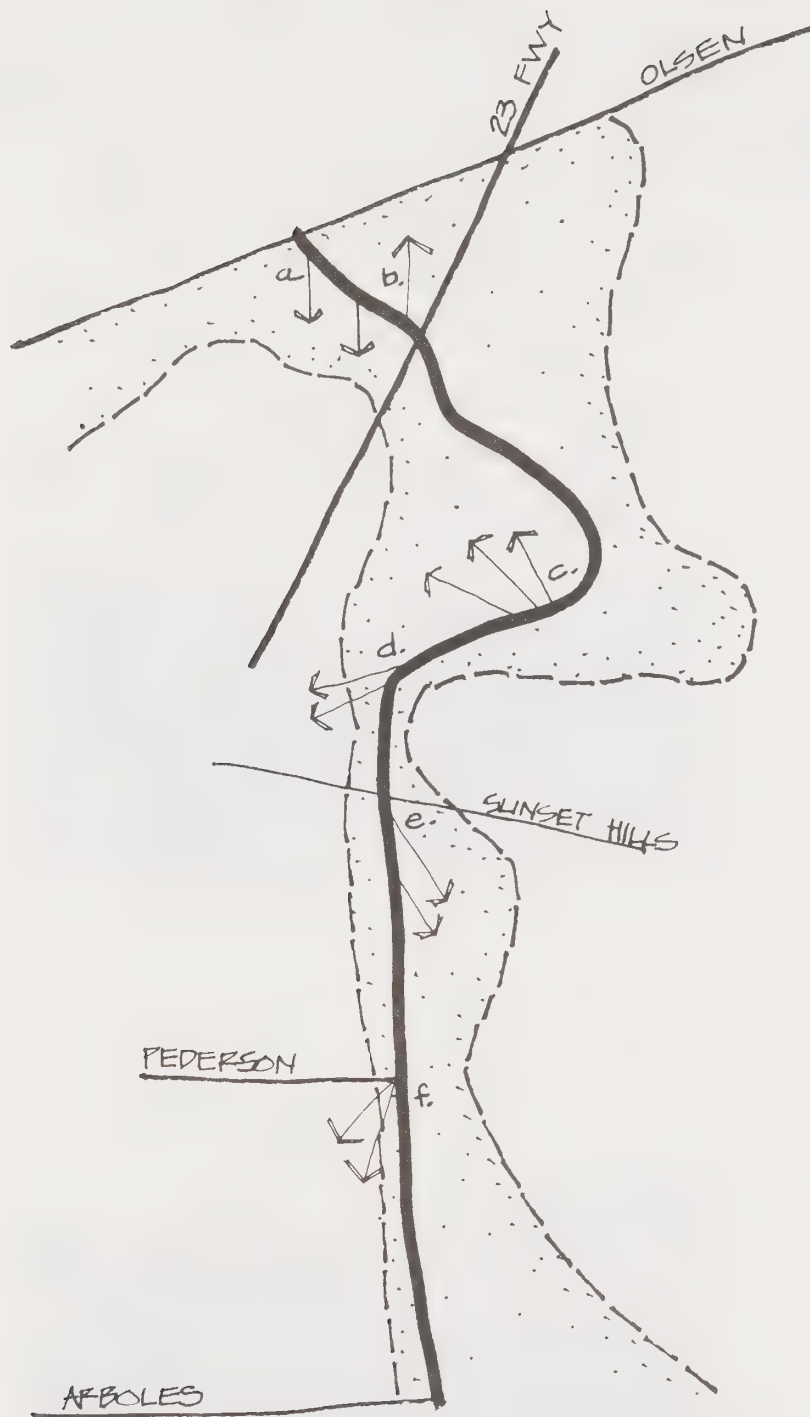


FIGURE 5
ERBES ROAD
SCENIC CORRIDOR

Arboles, the corridor narrows to the west as it passes along adjacent residential development. To the east, visibility is less restricted, following the adjacent ridgeline south to Pederson Road and then expanding considerably to the east at Arboles

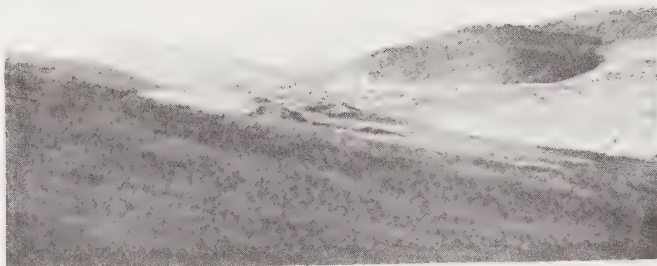
B. Existing Scenic Qualities

Prominent Vistas (refer to Figure 5)

- a. At Olsen Road, a view of adjacent golf course and surrounding background hills to the south.



- b. Northbound panorama of golf course and distant hills to the north



- c. Approaching the summit, panorama of Sunset Hills, Tierra Rejada Valley and distant hills to the north

- d. Reaching the summit, a spectacular vista of nearby hills, the distant Santa Monica Mountains, and, on a clear day, the Pacific Ocean and Channel Islands to the west.
- e. Beginning the descent towards the south, the motorist is presented with an impressive view to the southeast of the Lang Ranch area and Simi Hills.
- f. From Pederson Road, an excellent panorama of a portion of the City to the southwest with the Santa Monica Mountains in the distance.

C. Future Actions

- 1. Continue parkway and median landscaping between Sunset Hills Blvd. and Arboles as adjacent development occurs.
- 2. Control the location and design of future development adjacent to the right-of-way to insure that existing scenic vistas are not obstructed.

LYNN ROAD NORTH (Arboles to 101 Freeway)

A. Description of Route

1. The Right-of-Way

The route is 2.4 miles in length from Avenida de los Arboles in the north to the 101 Freeway in the south. The Circulation Element of the General Plan projects Lynn Road as a six-lane divided, controlled access primary highway from the 101 Freeway to Gainsborough, and a four-lane, controlled access road north of Gainsborough. It currently exists as a four-lane, divided highway with controlled access.

Lynn Road, including the southwestern extension to be discussed in the following section, is one of the most interesting local urban highways to drive, from the standpoint of natural visual diversity and sense of physical momentum. This sense of movement is heightened by the continual rising, dipping and curving of the roadway throughout its entire length, presenting the motorist with spectacular vistas of surrounding hillsides and adjacent residential development.

From Avenida de los Arboles to Avenida de las Flores the route is relatively flat, gradually rising south of las Flores to a hill crest just north of Camino Manzanitas. Descending past Manzanitas the route levels as it turns towards Gainsborough Road and then descends, finally, to its junction with Hillcrest Drive.

2. The Corridor

The corridor is illustrated in Figure 6. Between Ave de los Arboles and Janss Road, the corridor is rather narrowly defined to the east and west by residential development and hillsides with a brief widening to the west, south of Ave de las Flores, where the vista encompasses a portion of Wildwood Canyon and adjacent hillsides. At Janss Road the corridor boundary widens, particularly to the west, providing views of nearby hills to the west and southwest. A prominent hillside is also visible at the southeast corner of Janss and Lynn Roads. South of Manzanitas the corridor widens to the east incorporating spectacular views of both "Tarantula" and "Pine" Hills, narrowing again at Gainsborough. Between Gainsborough and Hillcrest the corridor is confined primarily to the road right-of-way, widening again at Hillcrest Drive.

3. Adjacent Land Uses

The General Plan projects predominately residential land uses adjacent to Lynn Road with existing and proposed parks located east of Lynn Road between Manzanitas and Gainsborough, and west of Lynn Road south of Las Flores. Commercial land use is projected for the northeast corner of Janss and Lynn Roads, adjacent to Los Robles Hospital.

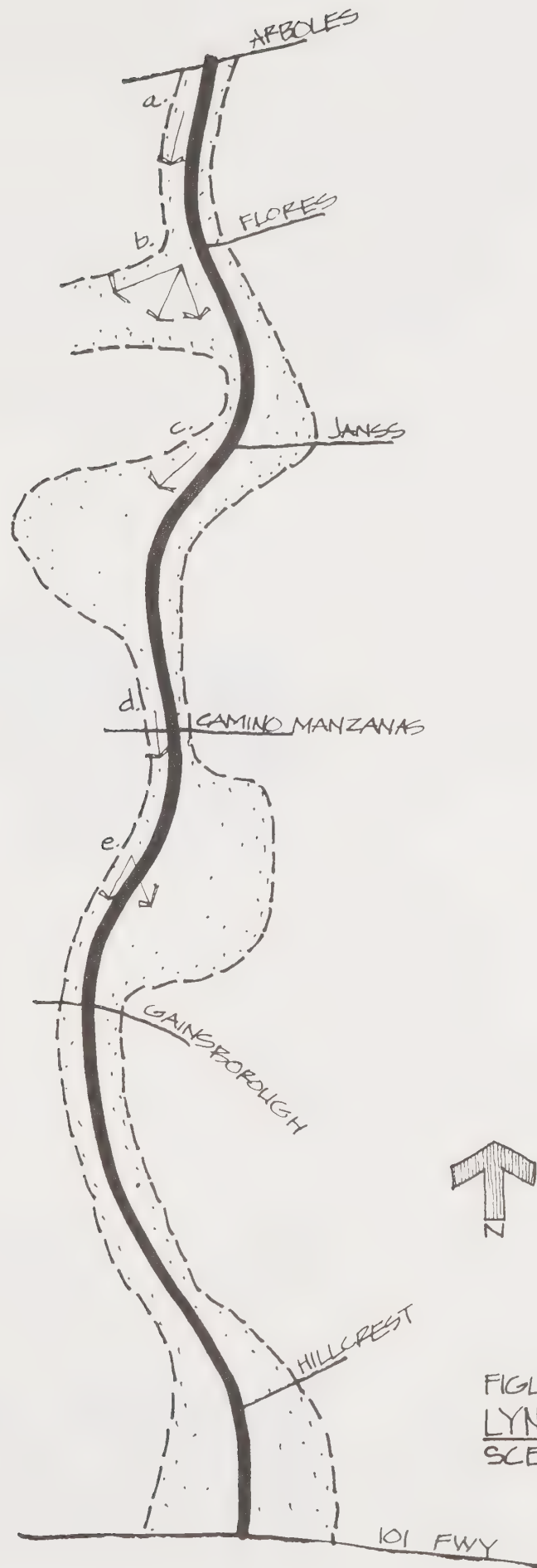


FIGURE 6
LYNN FD. NORTH
SCENIC CORRIDOR

B. Existing Scenic Qualities

1. Median landscaping, presently existing throughout the length of Lynn Road.
2. Prominent Vistas (refer to Figure 6)



- a. Panorama of landscaped Lynn Road through residential area, with mountains to the south

- b. Brief view to the west of Wildwood area with hills to the south

- c. As the road curves past Janss Road, a scenic view towards the southwest, of rolling meadow and grass covered hills



- d. This location presents motorist with an impressive view of the road framed by hills to either side with the distant Santa Monica Mountains in the background

- e. Panoramic view of
Santa Monica Mountains
and nearby hills to the
south



C. Future Actions

1. Maintain existing landscaped median theme.
2. Promote street tree planting along the route, particularly where new development occurs.
3. Insure that future development adjacent to the route complements the existing scenic character of the route and does not obstruct existing prominent vistas.

LYNN ROAD SOUTH (101 Freeway to Kelly Road)

A. Description of Route

1. The Right-of-Way

The route is two miles in length from the Ventura (101) Freeway to Kelly Road in the southwest. The Circulation Element of the General Plan projects this portion of Lynn Road ultimately as a four-lane divided highway with controlled access. It currently exists as a four-lane divided highway from the Freeway to Haigh Road (projected), where it narrows to a two-lane road, continuing as such to Kelly Road.

As discussed in the previous section (Lynn Road north), Lynn Road offers the motorist many diverse and spectacular views of the Thousand Oaks area, heightened by the sense of movement which is created by the frequent broad turns and undulation of the roadway itself.

Proceeding south from the Freeway, the route gradually ascends, passing through a low ridgeline and then descends, curving to the southwest past Greenmeadow Drive. From there, it gradually rises, narrowing to a two-lane undivided highway and then descends again to Ventu Park Road. West of Ventu Park Road, the route rises briefly and then finally descends to Kelly Road.

2. The Corridor

As illustrated in Figure 7, north of Lynn Road the corridor varies in width, offering frequent long-range views of the valley to

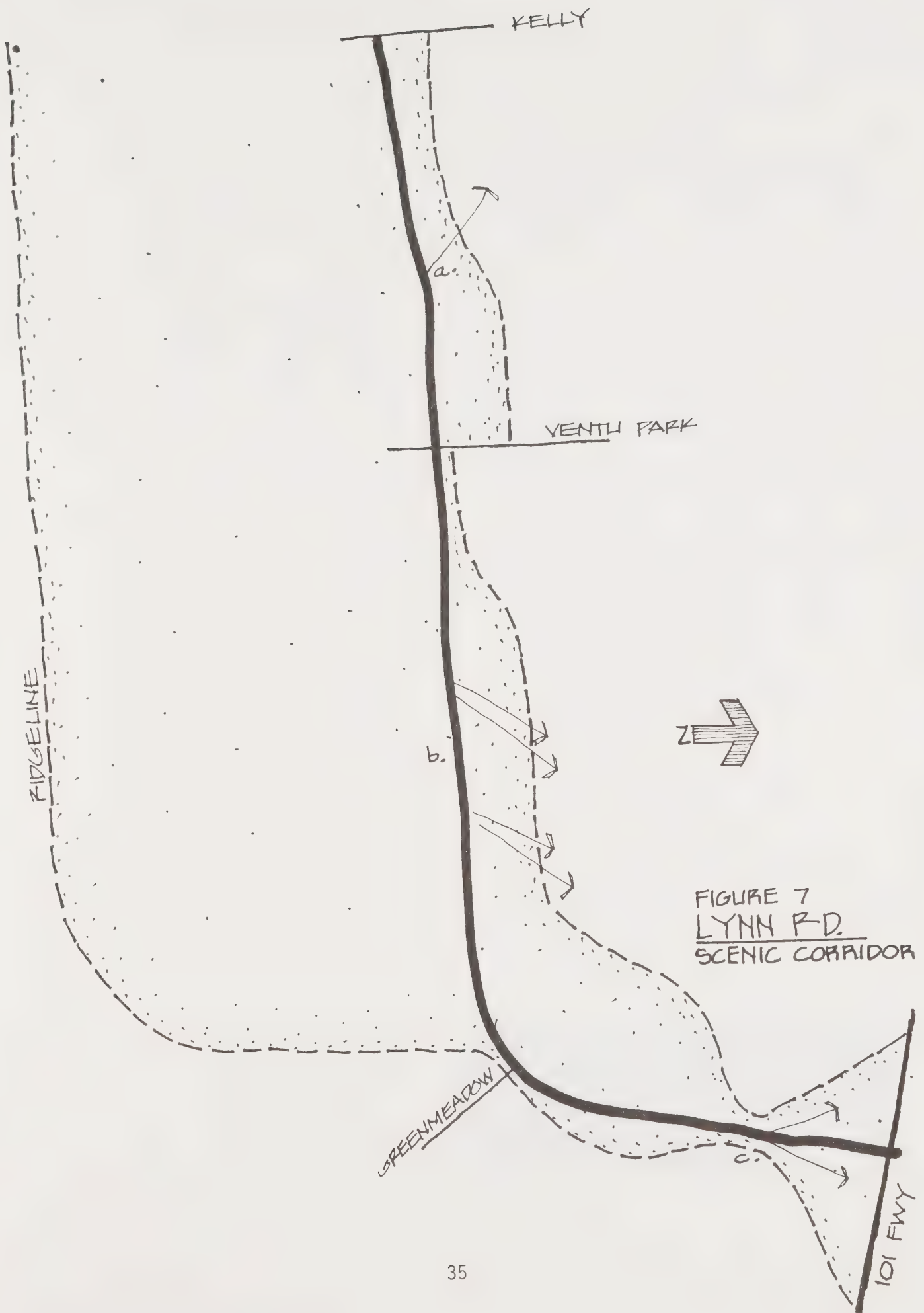


FIGURE 7
LYNN RD.
SCENIC CORRIDOR

the north. South of Lynn Road, from Greenmeadow drive to Kelly Road, the corridor extends south to include the ridgeline of the Santa Monica Mountains.

3. Adjacent Land Uses

Adjacent land uses, as projected in the City's General Plan, include residential uses almost exclusively along the route. The Stagecoach Inn is shown as an institutional use at the northwest corner of Ventu Park and Lynn Roads.

B. Existing Scenic Qualities

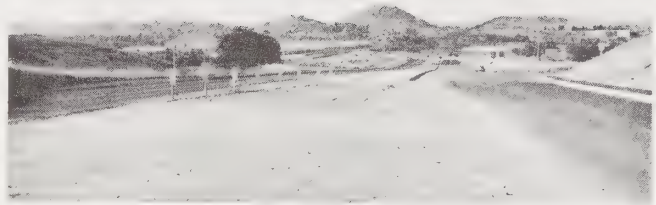
Existing scenic qualities along this portion of Lynn Road consist of the prominent vistas visible from the right-of-way. Due to its higher elevation above much of the City to the north, views from this route are particularly impressive to the north, northeast and northwest. Refer to Figure 7.

a. A panoramic view of Newbury Park and the hills beyond

b. From this general location, vistas to the north and northeast of Thousand Oaks



- c. A picturesque view of residential development to the north, gradually expanding to the north-east to include the Civic Center as the motorist approaches the Freeway



C. Future Actions

1. Extend landscaped median theme, as it presently exists north of the Freeway, south, along this portion of Lynn Road.
2. Develop parkway (street tree) landscaping to either side of the right-of-way as adjacent development occurs along the route.
3. Promote the underground placement of utility lines between Ventu Park and Kelly Roads.

HILLCREST DRIVE

A. Description of Route

1. The Right-of-Way

The route is 1.3 miles in length from Moorpark Road on the east to Lynn Road on the west. The route presently exists as a four-lane divided highway with a landscaped median, projected to be widened to a six-lane divided primary highway in the Circulation Element of the General Plan.

The route is relatively flat, and while it is not particularly long itself, it will act as a major link in the proposed Scenic Highways system joining Moorpark and Lynn Roads and passing through major commercial and institutional areas of the City.

2. The Corridor

The corridor, as depicted in Figure 8, is rather narrowly defined by the road right-of-way itself, except for vistas of the Santa Monica Mountains to the south.

3. Adjacent Land Uses

Existing and projected adjacent land uses are primarily commercial with the exception of the Civic Center located northeast of McCloud and Hillcrest, and medium/high density residential north and west of McCloud and Hillcrest.

B. Existing Scenic Qualities

1. Existing landscaped median
2. Views of nearby hills and residential development to the north and Santa Monica Mountains to the south.



FIGURE 8
HILLCREST DRIVE
SCENIC CORRIDOR

C. Future Actions

1. Maintain or replace existing median landscaping as future route widening or realignment occurs.
2. Develop parkway or street tree landscaping to either side of the right-of-way as adjacent development occurs along the route.

AVENIDA DE LOS ARBOLES (Route 23 Freeway to Erbes Road)

A. Description of Route

1. Right-of-Way

The portion of Ave de los Arboles considered for scenic highway designation is a one-half mile segment extending east from the Route 23 Freeway to Erbes Road. The route is a six-lane, controlled access highway with a 118-foot right-of-way separated by a 14-foot planted median divider. In addition, landscaped parkway strips border the right-of-way to the north and south. This segment of Ave de los Arboles exists as projected in the General Plan and will ultimately link with a three-mile future scenic highway proposed to extend east through the Lang Ranch area.

2. The Corridor

The corridor, illustrated in Figure 9, generally follows the existing right-of-way.

3. Adjacent Land Uses

The General Plan projects commercial use of the land south of Arboles, and also includes a portion of land northeast of the Freeway interchange. Existing medium density residential development is the primary adjacent land use to the north.

B. Existing Scenic Qualities

1. This portion of Ave de los Arboles currently represents what could be considered a prototype for future right-of-way improvements throughout the scenic highways system. Its landscaped

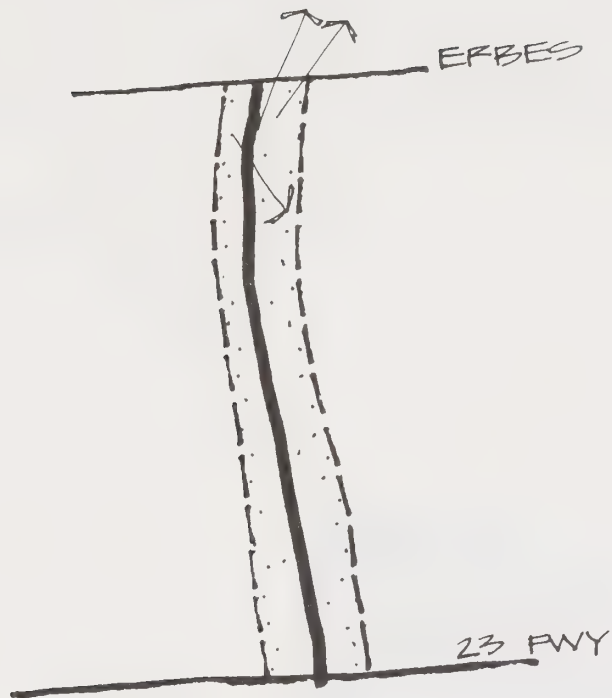
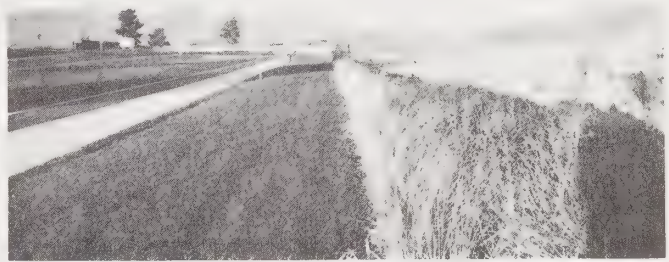


FIGURE 9
AVENIDA DE LOS ARBOLES
SCENIC CORRIDOR

center median and parkway, together with the visually accenting fence along the southern right-of-way and absence of overhead utility lines makes this a visually pleasurable, if short, scenic drive.

2. Prominent Vistas (refer to Figure 9)

Views of near and distant hills and mountains to the east, southeast & southwest are possible at any point along the route but are particularly impressive near the intersection with Erbes Road.



C. Future Action

No further improvements to this scenic route are necessary. Within the wider corridor, however, concern should be directed towards assuring that future development to the south of the route not obstruct or substantially interfere with existing vistas to the south.

AVENIDA DE LOS ARBOLES (From Lynn Road west through Wildwood)

A. Description of Route

1. Right-of-Way

Another portion of Avenida de los Arboles considered for scenic highway designation is a .9 mile segment extending west from Lynn Road. The route, currently a four-lane median divided right-of-way with limited access, is improved to standards recommended by the Circulation Element of the General Plan. This segment of Ave de los Arboles will ultimately link with a 1.5 mile future scenic drive which is proposed to extend west and north through Wildwood Park.

2. The Corridor

The corridor, as illustrated in Figure 10, generally follows the existing right-of-way, expanding to the north about midway to include the area of a proposed park.

3. Adjacent Land Uses

The General Plan projects low density residential use of the land to either side of Ave de los Arboles with a portion devoted to medium density at the southwest corner of Arboles and Lynn Road. Also projected is a proposed park north and adjacent to a portion of the route and a commercial center at the northwest corner of Arboles and Lynn.



FIGURE 10
AVENIDA DE LOS ARBOLES (LYNN RD. WEST)
SCENIC CORRIDOR

B. Existing Scenic Qualities

1. Median landscaping and street tree planting
2. Prominent Vistas (refer to Figure 10)

- a. View to the west of adjacent residential neighborhoods, background hills and Wildwood Park area



- b. View looking towards hills to the north across future park site

C. Future Actions

1. Maintain existing median landscaping theme.
2. Insure that future development to the north not obstruct or substantially interfere with existing vistas in that direction. This potential impact will be mitigated to some extent by the location of the park on the northerly edge of the route.

AVENIDA DE LOS ARBOLES (Between Lynn Road and Moorpark Road)

At their September 12th meeting, the Planning Commission recommended that a 1.2 mile segment of Avenida de los Arboles between Lynn Road and Moorpark Road also be included in the system of scenic highways. Particular attention, then, should be given this portion of Arboles as future right-of-way improvements are made and adjacent new development occurs along the route.

WESTLAKE BOULEVARD

A. Description of Route

1. The Right-of-Way

The portion of Westlake Boulevard under consideration for scenic highway designation is 2.8 miles in length from Hillcrest Drive south to Potrero Road. It is presently improved to its ultimate General Plan designation as a controlled access highway consisting of divided four-lane sections between Hillcrest Drive and Thousand Oaks Boulevard and between Triunfo Canyon and Potrero Roads; and a six-lane divided section between Thousand Oaks Blvd and Triunfo Canyon Road.

The route is relatively flat with brief rises at the Ventura Freeway and at Hillcrest Drive. Although the roadway itself has little differentiation with respect to topography, the route is no less interesting and represents a hallmark in sensitive urban roadway treatment which could well serve as an example for right-of-way improvements throughout the City's Scenic Highways system.

2. The Corridor

The corridor, as illustrated in Figure 11, follows the road right-of-way rather closely, expanding slightly north of Thousand Oaks Blvd and again south of Potrero Creek. A small portion of Potrero Road has been included in the corridor description due to its proximity to Westlake and the City limits.

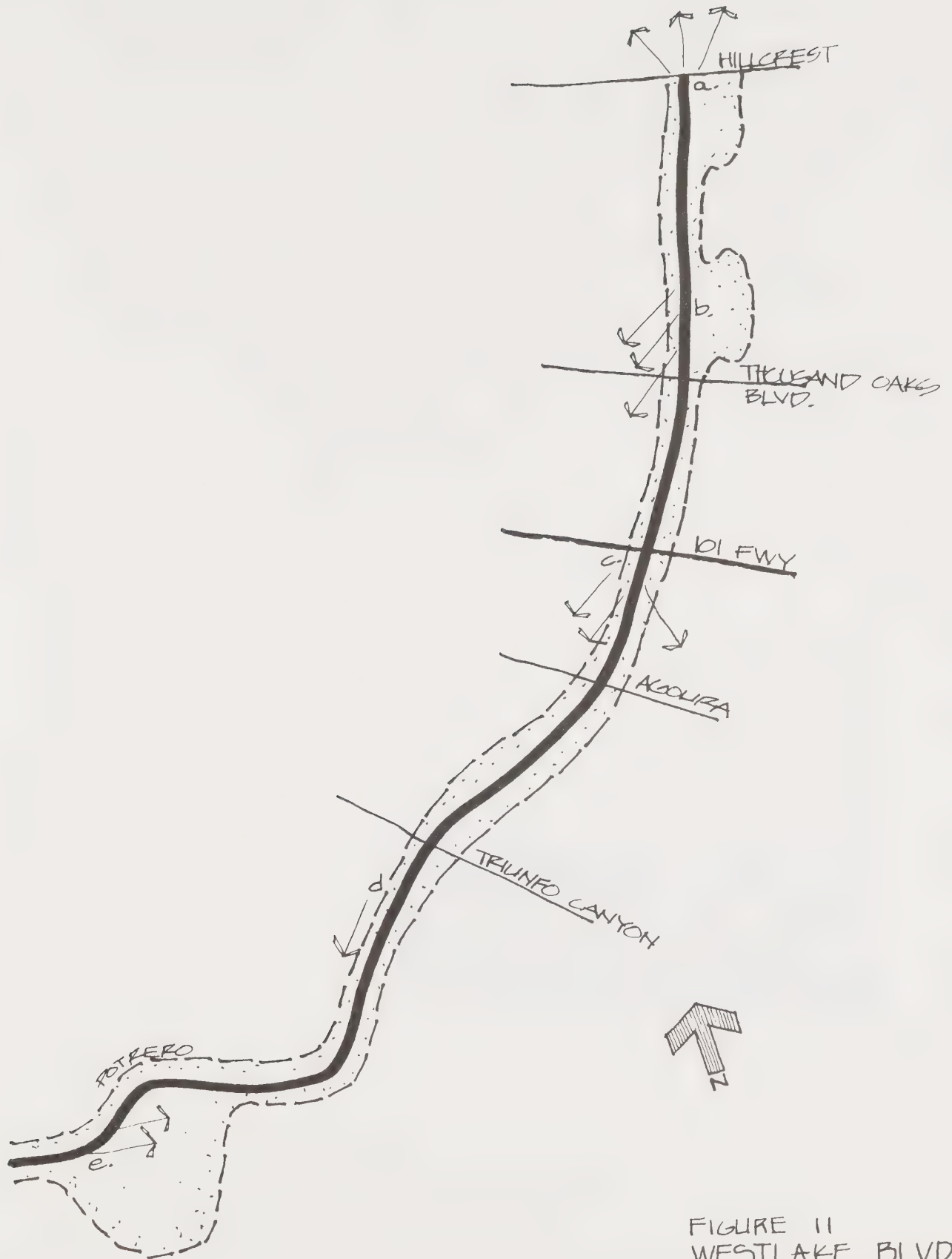


FIGURE 11
WESTLAKE BLVD.
SCENIC CORRIDOR

3. Adjacent Land Uses

Existing and projected land uses adjacent to Westlake Blvd are primarily those of low density residential north of Thousand Oaks Blvd and south of Agoura Road, and commercial/industrial in the vicinity of the Freeway between Agoura Road and Thousand Oaks Blvd as depicted in the Land Use Element of the City's General Plan.

B. Existing Scenic Qualities

1. Existing landscaped median and adjacent parkway landscaping between the Ventura Freeway and Potrero Road
2. Prominent Vistas (refer to Figure 11)

- a. Middle-range and distant views towards Skeleton Canyon



- b. Panorama to the southwest of a portion of the Westlake area

- c. From the Freeway overpass, a view of Westlake to the south/southwest with distant hills in the background



- d. At the bridge crossing Potrero Creek, a picturesque view of the route framed by near and distant hills



- e. Rounding the bend from Lake Sherwood, an excellent view of adjacent Regional Park site and Westlake in the distance.

C. Future Actions

1. Maintain existing right-of-way and parkway landscaping between the Freeway and Potrero Road.
2. Additional median and parkway landscaping, as appropriate, should be continued north of the Freeway as future development occurs in the area.

POTRERO ROAD

In their Scenic Highways Element of the County General Plan, Ventura County has proposed that Potrero Road be designated as a County Scenic Highway. In another recent study by the U.S. Department of the Interior, Bureau of Outdoor Recreation, entitled "Santa Monica Mountains Study," it has also been suggested that Potrero Road be designated a scenic route. In light of these concerns by other agencies, as well as having been addressed in the City's own Open Space Element, the City should also officially recognize Potrero Road as a scenic highway and cooperate with the County and other agencies in assuring that its scenic character be preserved, particularly in those highway-adjacent areas within the City's jurisdiction, such as the stretch easterly of Reino Road.

FREEWAYS

Although both Route 23 and Route 101 (Ventura) Freeways are official state highways, the portions of these routes which pass through Thousand Oaks do not appear on the State Master Plan of State Scenic Highways for ultimate scenic highway designation. Nevertheless, since these are major "avenues" of approach to Thousand Oaks giving visitors their first impressions of the City and local residents an identifiable image of the City, they are prime candidates for scenic highway designation by the City. This concern has also been expressed by Ventura County which has included these two routes within the County-wide Scenic Highways system.

Both Routes 23 and 101 offer the motorist particularly interesting and spectacular panoramas of the City and surrounding area. Because the range of visibility from these routes is so extensive, it would be difficult to define corridor boundaries incorporating this entire visible range. For purposes of protecting scenic qualities and vistas adjacent to Freeways within Thousand Oaks then, a narrower corridor will be defined within which actions or controls can be reasonably effective. These actions should be in the form of land use, landscaping, and sign controls adjacent to the right-of-way. Section 8-9.102 of the Municipal Code provides us with an established guideline for such corridor boundary delineation, by including a band of adjacent land 660 feet to either side of the Freeway right-of-way within which no advertising displays shall be placed or maintained.

ROUTE 23 FREEWAY

A. Description of Route

1. The Right-of-Way

The route is a 5.5 mile freeway segment of State Route 23 from the Thousand Oaks City limits on the north to its intersection with the Ventura Freeway on the south. The route presently exists as a four-lane divided freeway which is unlikely to be further widened in the immediate future due to its ability to handle present and anticipated traffic flows.

2. The Corridor

The corridor includes a 660 foot band of adjacent land extending to either side of the right-of-way, as illustrated in Figure 12.

B. Existing Scenic Qualities

Due to the newness of the Freeway, little landscaping exists along the route giving it a rather stark appearance. This is not helped any by the general lack of natural vegetation in the area. While the right-of-way itself may not be particularly attractive, the Freeway does offer some spectacular views of the surrounding Conejo Valley and the Tiera Rejada Valley to the north. Refer to Figure 12.

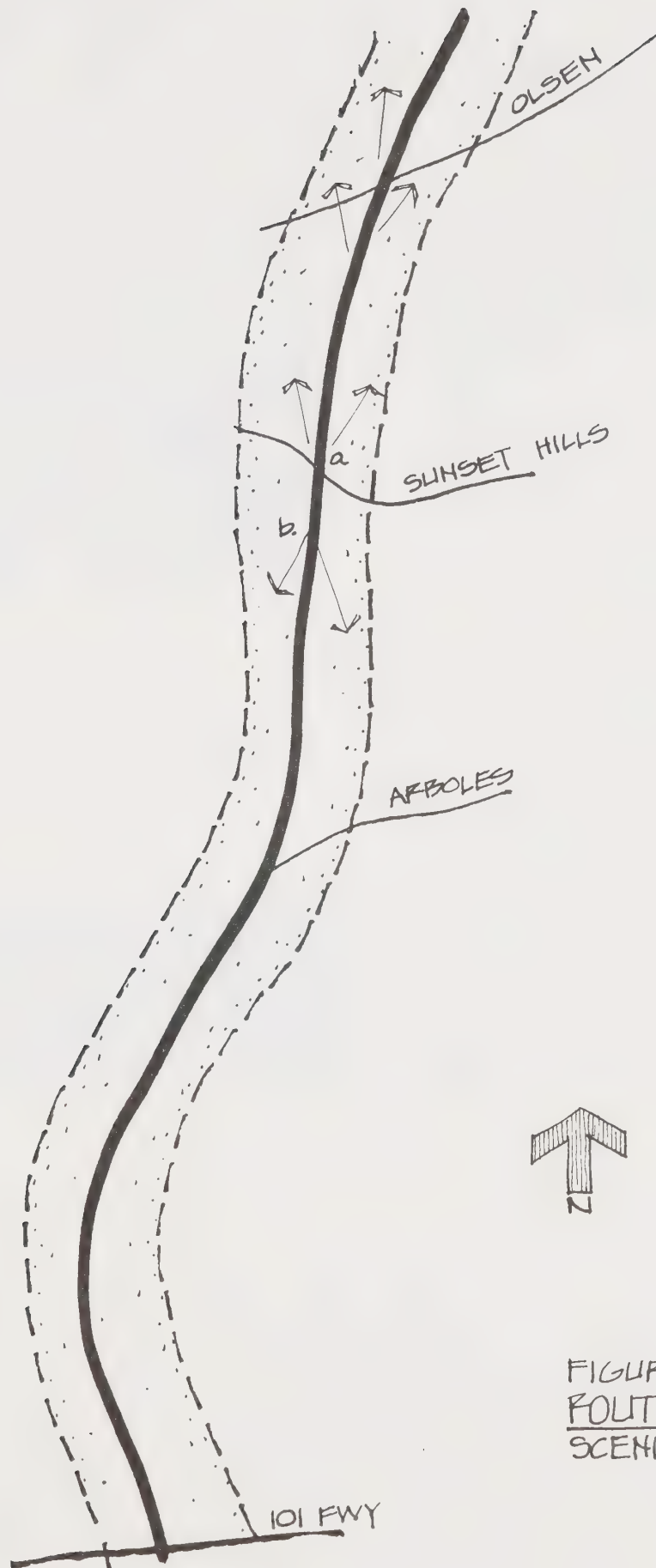
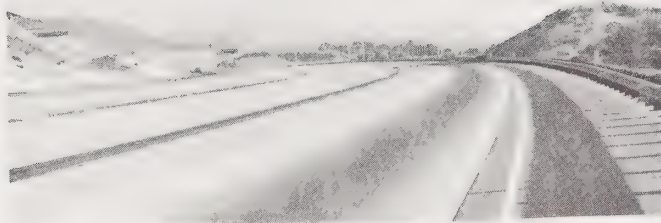


FIGURE 12
ROUTE 23 FWY
SCENIC CORRIDOR



- a. Passing under Sunset Hills Blvd, the Freeway offers a spectacular view of near & distant hills to the north. This impressive view actually continues during the descent to the City's northern limits



- b. Reaching the crest of the ridge at Sunset Hills (moving south), the motorist is presented with a gradually expanding view of the Conejo Valley and the Santa Monica Mountains to the south

C. Future Actions

1. Encourage the State to expedite its landscaping program along the route.
2. Careful attention should be given to the design and location of future freeway adjacent land uses as they would appear, visually, from the freeway.

ROUTE 101 (VENTURA) FREEWAY

A. Description of Route

1. The Right-of-Way

The route under consideration is a 9 mile stretch of State Highway 101 passing through the heart of the Thousand Oaks Planning Area. The route currently exists as an 8-lane divided freeway from the eastern Planning Area boundary to Moorpark Road where it narrows to a 4-lane divided freeway, continuing as such to the Planning Area's western boundary. This 4-lane stretch of highway from Moorpark Road to the Conejo Grade is scheduled for widening to six lanes in the late 1970's.

2. The Corridor

The corridor, as illustrated in Figure 13, consists of a 660 foot band of land adjacent to either side of the Freeway right-of-way.

B. Existing Scenic Qualities

As with the Route 23 Freeway, the scenic qualities of Route 101 are in the vistas seen from the highway rather than any inherent scenic qualities in the right-of-way itself. As illustrated in Figure 13, Route 101 offers some spectacular views of the Conejo Valley.

- a. Long range view of
Newbury Park area &
Santa Monica Moun-
tains to the south



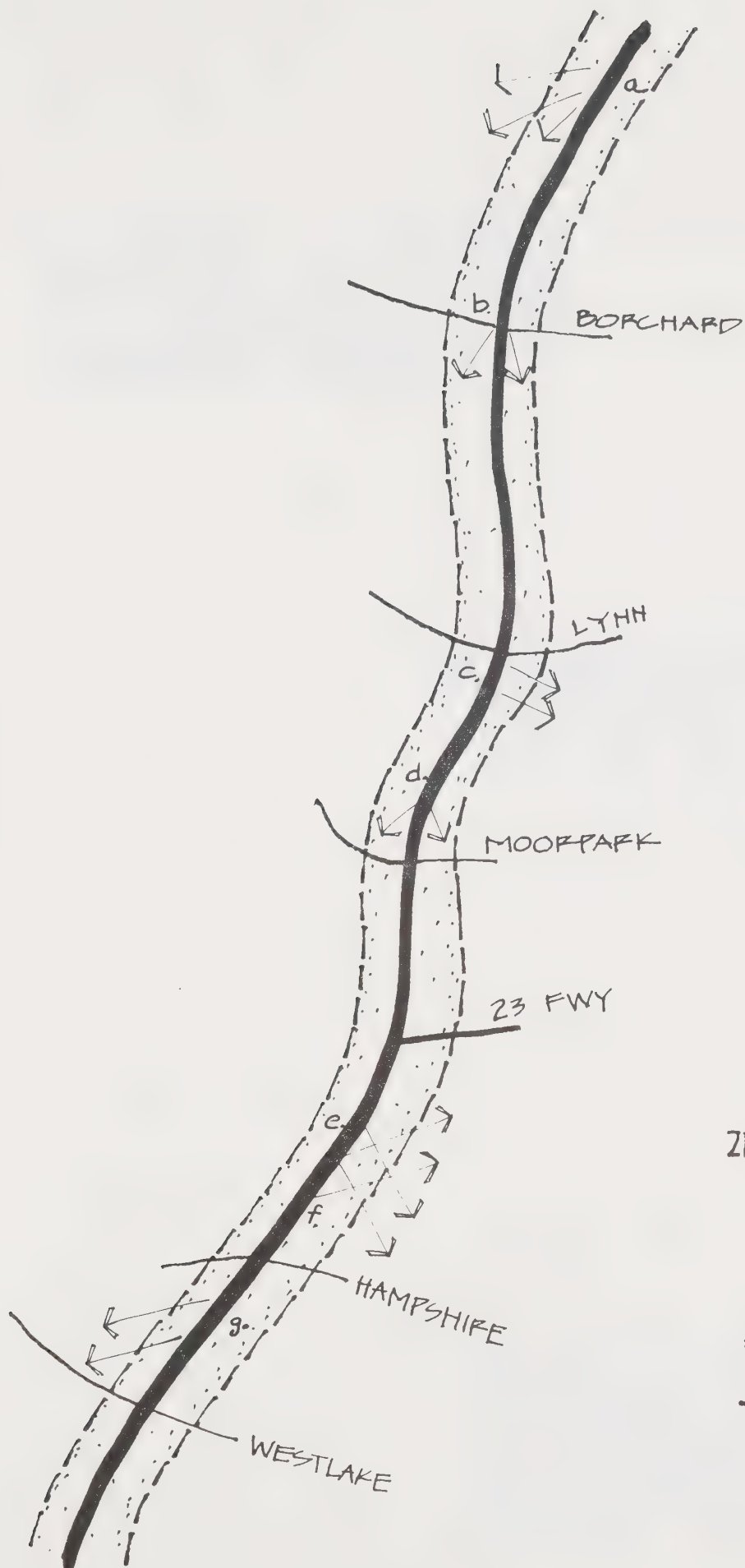
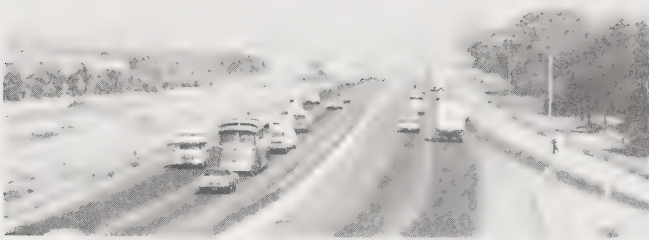
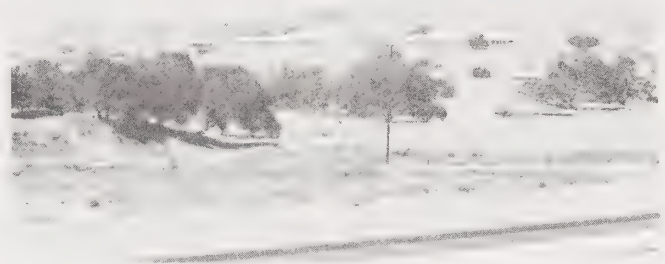


FIGURE 13
ROUTE 101 FWY
SCENIC CORRIDOR

- b. Distant view of
Thousand Oaks
Civic Center & nearby
hills as motorist turns
towards the east



- c. Brief short-range view
of Civic Center to the
north



- d. Near views to either side of the Freeway of Thousand Oaks central
commercial area and golf course
- e. Middle-range and distant views of North Ranch area and hills to
the west
- f. Westbound, impressive view of north central Thousand Oaks area

- g. Panorama of Westlake area
and hills to the south



C. Driving Impressions

Approaching Thousand Oaks from either the east or the west along Highway 101 can be an enjoyable visual experience offering different perspectives of the same spectacular scenery. The description below summarizes impressions from the western approach.

After the short but challenging Conejo Grade in which attention has been directed almost exclusively on the traffic lanes ahead, the motorist, with a sense of relief at having reached the summit, is now free to appreciate the commanding view of Newbury Park and the adjacent Santa Monica Mountains to the south as he gradually descends into the Conejo Valley.

His visual attention is directed towards this southern panorama until the Freeway turns to the east at Borchard Road. Emerging from the Borchard Road overpass, the driver immediately becomes aware of his next goal ... the distant Civic Center ... as his attention is drawn from the south to the east. The Civic Center and adjacent hills loom larger and larger on the horizon as the motorist continues east, to the Lynn Road overpass where the Civic Center disappears entirely from view. Emerging from the overpass, the Civic Center reappears in full view to the north, capturing considerable attention, briefly, until the motorist's interest is drawn to the adjacent golf course to the south and commercial activity to the north and south in the vicinity of Moorpark Road. East of Moorpark Road the driver's attention is again focused primarily upon the roadway ahead where it remains, generally, until he passes the Route 23 Freeway

interchange when hills to the north compete for attention with the roadway.

Passing Hampshire Road, the motorist is presented with a gradually expanding view to the south of the Westlake area and picturesque hills to the south and directly ahead to the east. This visually pleasurable experience continues to the City's eastern limits.

D. Future Actions

1. It is highly unlikely that any right-of-way landscaping will (or should) occur west of Moorpark Road until the Freeway is widened and improved through this area. At that time, however, every effort should be made to insure that attractive and abundant landscaping be carried out along this route, sensitively done, so as not to obstruct existing panoramas of the City.
2. Strict adherence to the City's sign control ordinance and development controls could effectively prevent the visual blight commonly associated with Freeway adjacent land uses.

As mentioned above, this main avenue through the City which creates lasting impressions upon visitors and residents alike should be deserving and representative of the City's high design standards exemplified elsewhere in Thousand Oaks.

Most of the recommended actions for each route described above center around two areas of concern:

1. improving existing rights-of-way through remedial action, and
2. insuring that new development occurring along these routes be visually compatible with the nature of a scenic highway.

Following is a summary of general recommendations which could be applied to all routes within the existing system of scenic highways.

RECOMMENDATIONS FOR IMPROVING EXISTING ROUTES

1. The replacement of all non-conforming signs along scenic highways in accordance with the standards set forth in the City's Sign Ordinance.
2. Continue the current program of placing overhead utility and communication transmission lines below ground, giving priority to scenic highways as funds become available.

3. LAND USE

The location and design of future adjacent structures should be considered for their enhancement of scenic or aesthetic qualities. All future development occurring within the City would normally come under the City's administrative review process for all project applications, including an evaluation of all elements of design and land use compatibility by the Planning Department and Planning Commission. It is felt that this process is thorough enough to insure design compatibility with scenic highway standards.

4. LANDSCAPING

- a. As new development occurs, appropriate parkway landscaping should be carried out. This should include, as a minimum, street tree planting adjacent to the new development. It is further recommended that along scenic highways in residential areas parkway landscaping be expanded beyond the planting of trees to include a corridor of landscaping between the sidewalk and the adjacent residential development. It is also recommended that highway median landscaping be implemented as a condition to

development or alternatively, that the City collect funds, to be deposited by developers, to defray costs in future City-sponsored median landscaping projects.

- b. Where development already exists adjacent to scenic highways, the City should undertake capital improvement projects to provide right-of-way landscaping along specific routes.

5. SUBDIVISION WALLS

Where unsightly residential yard walls exist adjacent to Scenic Highways, every effort should be made to mitigate their visual impact by means of parkway landscaping and physical improvements or modifications to the existing walls themselves, where appropriate.

Future subdivisions adjacent to designated scenic highways should be evaluated to achieve a subdivision wall design which enhances the visual character of the roadway and which blends harmoniously with other design elements within the scenic corridor.

FUTURE CITY ROUTES

FUTURE ROUTES AND EXTENSIONS OF EXISTING ROUTES

The previous section outlined and described existing routes within the City, suggested for scenic highway designation. Another vital component of the scenic highway system is the network of proposed highways yet undeveloped. These highways when developed in the future, will offer, perhaps, the greatest opportunities for incorporating scenic qualities into the basic design of highways.

Figure 14 depicts the location of these proposed routes which are listed below.

1. Avenida de los Arboles, west and north through Wildwood Park, and east from Erbes Road, through the Lang Ranch. Approximate length, 1.5 miles (west); 2.8 miles (east).
2. Olsen Road, from California Lutheran College (Mountclef Blvd.) southwest to Lynn Road. Approximate length, .7 miles.
3. Westlake Boulevard (Skeleton Canyon), from Hillcrest Drive north to the Planning Area Boundary. Portion through North Ranch currently in design phase. Approximate length, 4.5 miles.
4. Lakeview Canyon Road, north of Thousand Oaks Boulevard. Currently in design phase. Approximate length, 3.5 miles.
5. Kanan Road, east of Westlake Boulevard, approximate length, 2.7 miles.
6. Northerly extension of Rancho Conejo Boulevard through MGM property.
7. Southerly extension of Moorpark Road to its junction with Potrero Road. Approximate length, 3.5 miles.
8. Lynn Road, from Kelly Road to Reino Road. Although a small portion of this segment is complete, the majority is yet to be developed and will be treated as a future extension of Lynn Road.

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RECOMMENDATIONS FOR DEVELOPING NEW ROUTES

1. Establishment of general alignment and grade to fit the scenic character of the area to be traversed.
 - a. emphasis on fitting the roadway to the topography
 - b. stress should be placed upon a curvilinear alignment wherever possible.
2. Reduction to a minimum of all cut and fill operations.
3. Acquisition of wider rights-of-way or scenic easements.
4. The location and design of adjacent structures, including subdivision walls, should be considered for their enhancement of scenic or aesthetic qualities of the route.
5. The placement of utility transmission lines below ground, where possible.
6. The control of signs and outdoor advertising.
7. The provision of right-of-way landscaping, where appropriate, to accent the scenic character of the route.

PROBLEMS & OPPORTUNITIES

PROBLEMS AND OPPORTUNITIES

1. Signs

Although graphic communication is necessary for the city to function as a market place, the often overwhelming dominance and confusion of advertising along city streets can defeat its own purpose and become a glaring liability in view of highway design.

Problem

Several commercial areas within Thousand Oaks have a preponderance of poorly designed highway-oriented signs which are not only difficult to read because of their cumulative disarray, but detract from the visual quality of the highways they face as well.





Opportunity

The City's new sign ordinance has led to a dramatic improvement in the quality of highway-oriented commercial signs

as they relate to the more recent developments within the City.



This precedent should be followed by insuring that existing, non-conforming signs, be amortized in accordance with existing codes and requirements.

2. Utility Lines

Visual pollution of the street scape is not wholly the result of controlled street graphics. Among the worst offenders are utility poles stalking right through the centers of communities and out into the rural areas. No real improvement in the appearance of the environment can be expected unless such utilities are relocated underground and the poles removed.

Problem

Unlike many jurisdictions, the streets and highways of Thousand Oaks are relatively free of the aerial displays of overhead utility and communications distribution lines.

Several proposed scenic highways, however, are bordered by such overhead lines which tend to detract from their other wise scenic potential.



3. Landscaping

Highways which are the most efficient from the standpoint of facilitating traffic movement can also be the most aesthetically pleasing as well. The goals of providing safe highways and scenic highways are not inconsistent.

Problem

Several portions of routes within the proposed scenic highways system have rather bland appearances which could be visually accented by the introduction of right-of-way landscaping.

Opportunity

Landscaping could be varied sufficiently to provide visual interest and diversity among the various routes. Each route could be given individual identity by a theme landscape material such as a species of tree, shrub or flower.

Landscaping need not be of a high maintenance variety. That which presently exists along Hillcrest Drive, between Moorpark and Lynn Roads, is an example of effective median landscaping re-



quiring minimal attention and care. While a rolling turf-covered median or parkway is probably the most sensually pleasing, clusters of trees or large shrubs can also be effective, visually accenting a median divider without the need for extensive mowing or watering.

4. Scenic Highway Distinction

Design characteristics which give streets identity, such as curves, changes in direction, topographical variation and landscaping can all help to create distinctive streets. How, though, can we distinguish these "scenic" highways from other streets in town which may possess the same attributes?

Problem

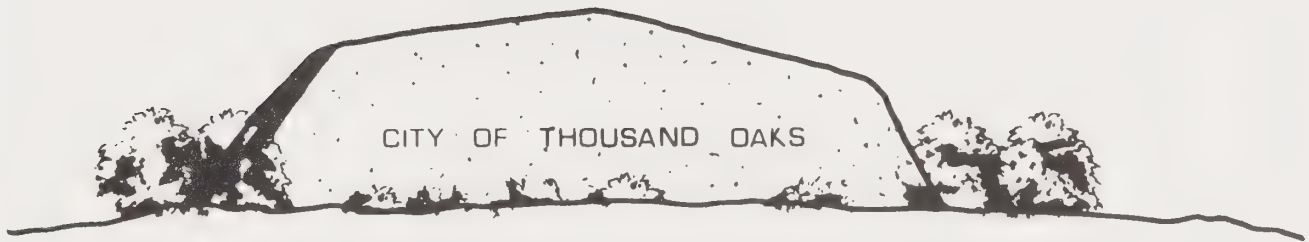
The routes within the City Scenic Highways system need forms of identifiable characteristics to visually distinguish them from other local streets and highways.

Opportunities

Abundant opportunities exist for visually accenting or distinguishing various local routes. In addition to variations in landscaping discussed above, possibilities exist for distinctive street lighting, street signs, scenic highway identification signs, and roadway surface treatment. Variations in the textural finish of roadway surfaces can be a source of visual delight and could be most effective at pedestrian crosswalks and intersections by using different materials, such as bricks, tile, stonework or stamped concrete. Where planting within medians is undesirable or impractical, the use of various textured surfaces could, likewise, highlight an otherwise monotonous asphalted median strip.



Expanding this concept to a larger scale, it would be appropriate to place city "identification signs" at major entrances to the city. Strategically located at the eastern and western approaches along Highway 101 and at the northern approach along the Route 23 Freeway, attractive monument signs could be effective in visually introducing visitors and welcoming home returning residents to the city.



5. Thousand Oaks Boulevard

As a natural by-product of the automobile, highway-oriented commercial development has sprung up along major avenues in nearly every town and city throughout the country. On a limited scale, it has its obvious advantages, being readily accessible and clearly visible to the passing motorist. In an effort to take advantage of this captive and potentially lucrative market, such commercial establishments began to appear along highways in increasing numbers. But as more merchants vie for this highway business, more and bigger signs and visual gimmicks appear to lure the motorist, until he is finally overwhelmed by a confusing barrage of visual stimuli which he finds increasingly difficult to decipher or comprehend.

Problem

Thousand Oaks Boulevard, the City's long established major commercial highway is, in many areas, a victim of just such visual abuse.

Opportunities

Progress is already being made in the underground placement of utility lines, as described above, but more opportunities for improvement exist along the Boulevard. The roadway itself is a natural for scenic highway development, winding and curving as it passes some of the oldest Oak trees in town.

In addition to continuing the program of utility line replacement, the following actions should be pursued:

1. The eventual replacement of all non-conforming signs along the Boulevard.
2. The creation of a landscaped median divider to break up the continuous curb to curb stretch of asphalt paving, enhancing the visual character of the street and at the same time, improving the flow of traffic.
3. The provision of roadway design embellishments such as distinctive street lighting and varied surface treatment at crosswalks or intersections (stonework; stamped concrete).
4. In keeping with the unique character of Old Town, the possibility of special right-of-way treatment through this area should be explored in conjunction with any future scenic corridor study of the Boulevard.

CONCLUSION

Presented above have been general policy statements and recommendations for the development and protection of a select system of City scenic highways. While the approach has been general in scope, the Element can, nevertheless, be the basis for future specific actions such as establishing priorities for capital improvement projects, allocating funds for roadway landscaping, and the underground placement of utility transmission lines.

It can also focus greater attention on the need for additional concern in the design and placement of future land uses and structures within the scenic corridor. This concern should also be extended to the design and alignment of new roads in the Scenic Highways system, whether constructed by land developers or as part of the City's capital works program.

With the Element acting as a general guideline, then, each route could become the subject of a more detailed scenic corridor analysis, focusing upon specific problem areas and detailing a specific plan of action for improving or developing routes.

It is recommended that the City Council adopt the system of scenic highways as depicted in the Scenic Highways Element, including the policies and recommendations set forth for its enhancement and maintenance.

ARTICLE 2.5

THE MASTER PLAN FOR STATE SCENIC HIGHWAYS

[Added by Stats 1962 ch 1788 § 4 p 3606, operative July 1, 1964.]

Former Article 2.5, also entitled "The Master Plan for Scenic State Highways," consisting of §§ 260-263, was added by Stats 1962 ch 1788 § 3 p 3601 and repealed by Stats 1963 ch 1788 § 5 p 3611, operative July 1, 1964.

- § 260. Establishment and application of planning and design standards for scenic highways: Factors to be considered in connection therewith.
- § 261. When highway to be designated official state scenic highway: "Complete highway": Protection of scenic appearance by local governmental agencies.
- § 262. Designation of highway as official state scenic highway: Indication on maps: Signs: Revocation of designation.
- § 263. Highways included in state scenic highway system.

COLLATERAL REFERENCES

- Cal Jur 2d Highways and Streets § 4.
- McKinney's Cal Dig Highways § 3.
- Am Jur Highways (1st ed §§ 3-9).

§ 260. Establishment and application of planning and design standards for scenic highways: Factors to be considered in connection therewith. It is the intent of the Legislature in designating certain portions of the state highway system as state scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. It is further declared to be the intent of the Legislature in designating such scenic highways to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the location and extent of routes and areas requiring continuing and careful co-ordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the State's scenic resources.

Note.—Stats 1963 ch 1788 also provides:

§ 5. Section 4 of this act shall become operative at the same time as Chapter 385 of the Statutes of 1962 becomes operative, at which time Section 3 of this act is repealed.

Stats 1963 ch 385 becomes operative July 1, 1964.

LEGISLATIVE HISTORY

Added by Stats 1963 ch 1788 § 4 p 3606, operative July 1, 1964.

Former § 260, similar to the present section, was added by Stats 1963 ch 1788 § 3 p 3601 and repealed by Stats 1963 ch 1788 § 5 p 3611, operative July 1, 1964.

CROSS REFERENCES

- Criteria of scenic highway: § 261.
- Establishment of scenic highway system: § 263.

§ 261. When highway to be designated official state scenic highway: "Complete highway": Protection of scenic appearance by local governmental agencies. The department shall, with the advice of the Advisory Committee on a Master Plan for Scenic Highways, establish and apply pertinent planning and design standards for development of official scenic highways.

In establishing and applying such standards for, and undertaking the development of, official scenic highways, the department shall take into consideration the concept of the "complete highway," which is a highway which incorporates not only safety, utility, and economy but also beauty. The department shall also take into consideration in establishing such standards that, in a "complete highway," pleasing appearance is a consideration in the planning and design process. In the development of official scenic highways, the department shall give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment.

LEGISLATIVE HISTORY

Added by Stats 1963 ch 1788 § 4 p 3606, operative July 1, 1964.

Former § 261, similar to the present section, was added by Stats 1963 ch 1788 § 3 p 3601 and repealed by Stats 1963 ch 1788 § 5 p 3611, operative July 1, 1964.

CROSS REFERENCES

Designation of county highway as scenic when it is "complete highway": § 154.

Designation of state highway as scenic when it is "complete highway": § 262.

§ 262. Designation of highway as official state scenic highway: Indication on maps: Signs: Revocation of designation. Whenever the department develops any state highway in the state scenic highway system established by this article in accordance with the intent stated herein and the standards for official scenic highways established by the department, including the concept of the "complete highway," as described in Section 261, the department shall designate the highway as an official state scenic highway and shall so indicate the highway in any publications of the department or in any maps which are issued by the department to the public.

The department shall cause appropriate signs to be placed and maintained along the portions of the state scenic highway system which the department has designated as official state scenic highway.

ways that indicate that the highways are official state scenic highways.

If at any time the department, with the advice of the Advisory Committee on a Master Plan for Scenic Highways, determines that any highway which has been designated as an official state scenic highway no longer meets the minimum standards for official scenic highways, it may revoke the designation of the highway as an official state scenic highway and remove the signs which so indicate the highway.

LEGISLATIVE HISTORY

Added by Stats 1963 ch 1788 § 4 p 3607, operative July 1, 1964.

Former § 262, similar to the present section, was added by Stats 1963 ch 1788 § 3 p 3601 and repealed by Stats 1963 ch 1788 § 5 p 3611, operative July 1, 1964.

CROSS REFERENCES

Legislative declaration of intent concerning scenic highways: § 260.

§ 263. Highways included in state scenic highway system. The state scenic highway system is hereby established and shall be composed of the following highways:

Routes 25, 28, 35, 38, 53, 62, 74, 76, 89, 96, 97, 106, 127, 150, 151, 154, 156, 158, 161, 173, 197, 199, 203, 208, 209, 221, 236, 238, 247, 480, in their entirety.

Route 1 from:

(a) Route 5 south of San Juan Capistrano to Route 19 near Long Beach.

(b) Route 187 near Santa Monica to Route 101 near El Rio.

(c) Route 101 near San Luis Obispo to Route 35 near Daly City.

(d) Route 101 near Marin City to Route 208 near Rockport.

Route 2 from Route 210 near La Canada to Route 138 near Wrightwood.

Route 3 from:

(a) Route 36 near Peanut to Route 299 near Douglas City.

(b) Route 299 near Weaverville to Route 5 near Yreka.

Route 4 from:

(a) Route 239 near Brentwood to Route 84 near Antioch.

(b) Route 49 near Angels Camp to Route 89 near Mount Bullion.

Route 5 from:

(a) The international boundary near Tijuana to Route 75 near the south end of San Diego Bay.

(b) San Diego opposite Coronado to Route 74 near San Juan Capistrano.

(c) Route 210 near Tunnel Station to Route 126 near Castaic.

(d) Route 152 west of Los Banos to Route 580 near Vernalis.

(e) Route 44 near Redding to the Shasta Reservoir.

(f) Route 89 near Mt. Shasta to Route 97 near Weed.

(g) Route 3 near Yreka to the Oregon State Line near Hilt.

Route 8 from Route 5 in San Diego to Route 98 near Coyote Wells.

Route 9 from:

(a) Route 17 near Santa Cruz to Route 236 near Boulder Creek.

(b) Route 236 near Waterman Gap to Route 35.

(c) Saratoga to Route 17 near Los Gatos.

Route 10 from Route 38 near Redlands to Route 62 near White Water.

Route 12 from Route 101 near Santa Rosa to Route 121 near Sonoma.

Route 14 from Route 58 near Mojave to Route 395 near Little Lake.

Route 15 from:

(a) Route 138 near Cajon Pass to Route 138 near Cajon Pass.

(b) Route 58 near Barstow to Route 127 near Baker.

Route 16 from Route 20 to Capay.

Route 17 from:

(a) Route 1 near Santa Cruz to Route 9 near Los Gatos.

(b) Route 37 near Nicasio to Route 1 near Point Reyes Station.

Route 18 from Route 138 near Mt. Anderson to Route 247 near Lucerne Valley.

Route 20 from:

(a) Route 1 near Fort Bragg to Route 101 near Willits.

(b) Route 101 near Calpella to Route 16.

(c) Route 49 near Grass Valley to Route 80 near Emigrant Gap.

Route 29 from:

(a) Route 37 near Vallejo to Route 121 near Napa.

(b) Route 221 near Napa to Route 20 near Upper Lake.

Route 30 from Route 106 near Highland to Route 18 near Running Springs.

Route 33 from:

(a) Route 101 near Ventura to Route 150.

(b) Route 150 to Route 166 in Cuyama Valley.

(c) Route 198 near Coalinga to Route 198 near Oilfields.

Route 36 from:

(a) Route 101 near Alton to Route 3 near Peanut.

(b) Route 89 near Morgan Springs to Route 89 near Deer Creek Pass.

Route 37 from:

(a) Route 17 near Nicasio to Route 101 near Novato.

(b) Route 101 near Ignacio to Route 29 near Vallejo.

Route 39 from Route 210 near Azusa to Route 2.

Route 41 from:

(a) Route 1 near Morro Bay to Route 101 near Atascadero.

(b) Route 46 near Cholame to Route 33.

(c) Route 49 near Oakhurst to Yosemite National Park.

Route 44 from:

(a) Route 5 near Redding to Lassen Volcanic National Park.

(b) Lassen Volcanic National Park to Route 89 near Old Station.

Route 46 from Route 101 near Paso Robles to Route 41 near Cholame.

Route 49 from:

- (a) Route 41 near Oakhurst to Route 120 near Moccasin Creek.
- (b) Route 120 to Route 20 near Grass Valley.
- (c) Route 20 near Nevada City to Route 89 near Sattley.

Route 50 from Route 49 near Placerville to the Nevada State line near Lake Tahoe.

Route 58 from Route 14 near Mojave to Route 15 near Barstow.

Route 70 from Route 149 near Wicks Corner to Route 89 near Blairsden.

Route 71 from:

- (a) Route 395 to Route 91 near Corona.
- (b) Route 91 near Corona to Route 83 north of Corona.

Route 75 from Route 5 near the south end of San Diego Bay to the San Diego-Coronado Ferry in Coronado.

Route 78 from Route 79 near Santa Ysabel to Route 86 near Kane Springs.

Route 79 from:

- (a) Route 8 near Descanso to Route 78 near Julian.
- (b) Route 78 near Santa Ysabel to Route 71 near Aguanga.

Route 80 from:

- (a) Route 480 in San Francisco to Route 61 in Oakland.
- (b) Route 20 near Emigrant Gap to the Nevada State line near Verdi, Nevada.

Route 84 from Route 4 near Antioch to Route 160 near Rio Vista.

Route 88 from Route 49 near Jackson to Route 89 near Picketts.

Route 91 from Route 55 near Santa Ana Canyon to Route 71 near Corona.

Route 92 from Route 1 near Half Moon Bay to Route 280 near Crystal Springs Lake.

Route 94 from Route 125 near Spring Valley to Route 8 west of Jacumba.

Route 101 from:

- (a) Route 1 near El Rio to Route 46 near Paso Robles.
- (b) Route 156 near Prunedale to Route 156 near The Rocks.
- (c) A point in Marin County opposite San Francisco to Route 1 near Marin City.
- (d) Route 37 near Ignacio to Route 37 near Novato.
- (e) Route 20 near Calpella to Route 20 near Willits.
- (f) Route 208 near Leggett to Route 199 near Crescent City.
- (g) Route 197 near Fort Dick to the Oregon state line.

Route 108 from Route 49 near Sonora to Route 395.

Route 111 from:

(a) Bombay Beach in Salton Sea State Park to Route 195 near Mecca.

(b) Route 74 near Palm Desert to Route 10 near White Water.

Route 120 from:

- (a) Route 49 near Chinese Camp to Route 49 near Moccasin Creek.
- (b) The east boundary of Yosemite National Park to Route 395 near Mono Lake.

Route 121 from:

- (a) Route 37 near Sears Point to Route 12 near Sonoma.
- (b) Route 29 near Napa State Hospital to Route 221 near Napa.

Route 125 from Route 94 near Spring Valley to Route 8 near La Mesa.

Route 126 from Route 150 near Santa Paula to Route 5 near Castaic.

Route 138 from:

- (a) Route 2 near Wrightwood to Route 15 near Cajon Pass.
- (b) Route 15 near Cajon Pass to Route 18 near Mt. Anderson.

Route 139 from Route 299 near Canby to the Oregon State line near Hatfield.

Route 140 from Route 49 near Mariposa to Yosemite National Park near El Portal.

Route 146 from Pinnacles National Monument to Route 25 in Bear Valley.

Route 152 from Route 156 near San Felipe to Route 5.

Route 160 from Route 84 near Rio Vista to Sacramento.

Route 166 from Route 101 near Santa Maria to Route 33 in Cuyama Valley.

Route 178 from the east boundary of Death Valley National Monument to Route 127 near Shoshone.

Route 180 from:

- (a) Route 156 near Hollister to Route 25 near Paicines.
- (b) Route 65 near Minkler to General Grant Grove Section of Kings Canyon National Park.
- (c) General Grant Grove Section of Kings Canyon National Park to Kings River Canyon.

Route 190 from Route 65 near Porterville to Route 127 near Death Valley Junction.

Route 195 from Route 111 near Mecca to Route 10 near Shaver's Summit.

Route 198 from:

- (a) Route 101 near San Lucas to Route 33 near Coalinga.
- (b) Route 33 near Oilfields to Route 5.
- (c) Route 99 near Goshen to the Sequoia National Park line.

Route 210 from Route 5 near Tunnel Station to Route 2 near La Canada.

Route 280 from:

(a) Route 92 near Crystal Springs Lake to Route 35 near San Andreas Lake.

(b) Route 35 in San Francisco to Route 480 in San Francisco.

Route 299 from:

- (a) Route 101 near Arcata to Route 96 near Willow Creek.
- (b) Route 3 near Weaverville to Route 5 near Redding.
- (c) Route 89 near Burney to Route 139 near Canby.

Route 395 from:

(a) Route 76 near the San Luis Rey River to Route 71 near Murrieta.



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